CLAIM AMENDMENTS

This listing of claims will replace all prior versions, and

listings, of claims in the application:

Listing of Claims:

1 (currently amended). A method for transmitting and

recording data from an aircraft and alerting with a wireless

network, which comprises the steps of:

capturing and generating data of an event or condition

of the aircraft in real time during in-flight operation from

existing aircraft systems normally recorded in aircraft black

boxes; and

transmitting the data to a ground control facility in

real time during in-flight operation as the event or

condition occurs on the aircraft; and

transmitting control data from the ground control

facility to the aircraft during in-flight operation.

2 (original). The method according to claim 1, which

comprises storing the data.

3 (currently amended). The method according to claim 1,

which comprises:

determining a normal threshold for the data; and

generating an alert signal if the data is beyond the threshold with a ground based computer terminal in real time.

4 (original). The method according to claim 1, wherein the ground controls facility is connected in a wireless network environment.

5 (original). The method according to claim 3, which comprises alerting ground staff if the normal threshold for the data is violated.

6 (currently amended). The method according to claim 1, which comprises:

monitoring the data by ground staff in real time; and

analyzing the data for an occurrence of any abnormal event or condition.

7 (original). The method according to claim 1, which comprises capturing and generating video data, audio data, and flight data.

8 (original). The method according to claim 1, which comprises utilizing the data to prevent disasters.

9 (currently amended). The method according to claim 1, which further comprises:

providing an early warning alert when a change in normal flight parameters occurs;

transmitting flight data and flight voice recorder data, the flight voice recorder data being transmitted only when the normal flight parameters are outside an given range; and

analyzing on-line, the flight data and the flight voice recorder data, for crises or flight operational quality assurance.

10 (currently amended). A system for ~~recording data from a~~ interactive communication between a vehicle and ~~alerting with~~ a stationary facility via a wireless network, which comprises:

a ground-based computer;

means for receiving signals containing data from a plurality of vehicles;

means for determining normal thresholds for the data;

means for monitoring and analyzing the data; ~~and~~

means for generating an alert signal if the data from any of the plurality of vehicles is beyond the normal

thresholds and said ground-based computer in real time

animating a control instrument panel in response to the alert

signal; and

 means enabling an operator at said ground-based computer

to receive visual information substantially identical to

visual information concurrently perceived by an operator of

the given vehicle triggering the alert signal, for simulating

the operation of the given vehicle by the ground-based

computer.

11 (original). The system according to claim 10, further

comprising means for transmitting instructions to a vehicle

auto-control system for allowing remote operation of the

vehicle.

12 (original). The system according to claim 10, further

comprising means for transmitting at least one of data and

voice recorder information from a vehicle selected from the

group consisting of aircraft, trains, buses, ships, trucks

and military aircraft.

13 (original). The system according to claim 12, further

comprising means for transmitting the data from an aircraft

flight data recorder to at least one of said ground based

computer, an airline, and federal personal of a government

agency on-line and live, the data being analyzed even while

the aircraft is still in flight.

14 (original). The system according to claim 12, further

comprising means for backing up the data generated by an on-

board aircraft transponder by providing each aircraft with an

unique Internet protocol address that together with the data

collected on-line from the black-boxes will serve as a backup

ID for the data generated by the transponder.

15 (original). The system according to claim 12, further

comprising means for providing the vehicle with voice over

Internet Protocol for allowing air to ground communication

telephony and Internet communication.

16 (original). The system according to claim 10, further

comprising means for backing up existing communication with

the vehicle, the vehicle functioning as a node of an Internet

Protocol network providing an individual ID, location, voice

data and the data for early warning analysis and operational

quality assurance analysis.

17 (currently amended). The method according to claim 1, which comprises:

determining a normal threshold for the data;

generating an alert signal if the data is beyond the threshold with a ground based computer terminal in real time; and

animating a control instrument panel in response to the alert signal.

18 (new). An aircraft monitoring and remote control method, which comprises the steps of:

capturing operational data of the aircraft in real time during in-flight operation;

transmitting the data to a ground control facility in real time during in-flight operation;

monitoring the data at the ground control facility and, if given data indicates an alarm situation, animating a control instrument panel in response to the alert signal to display the operational data of the aircraft by the ground control facility and simulate the in-flight operation of the aircraft in real time; and

if remote operation is deemed necessary, transmitting control data from the ground control facility to the aircraft

during in-flight operation to control one or more systems of

the aircraft from the ground control facility.